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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO

25X1

COUNTRY East Germany DATE DISTR. 16 December 1953

SUBJECT Miscellaneous Railroad Information E F NO. OF PAGES 3

PLACE ACQUIRED NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO. SUPPLEMENT TO * REPORT NO. 25X1

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1. The ban on the sale of tickets to East Berlin was lifted on 21 October 1953.¹
2. [redacted] tickets to Berlin have been issued at Brandenburg railroad station since 21 October 1953. 1 25X1
3. On 14 October, [redacted] VP controls at the border stations of the Berlin interurban railroad system had been tightened. 25X1
4. [redacted] the following railroad coal stocks (in tons) were available on the days mentioned. 25X1

Date	Ruhr coal	Other-type hard coal	Brown Coal briquettes	Shop Coal
30 September	-	46,200	22,300	29,500
3 October	-	46,200	19,200	30,600
6 "	-	43,300	15,900	31,400
10 "	-	39,700	26,200	32,900

5. On 12 October, the following daily coal consumption quotas expressed in briquette units went into effect:

25 YEAR RE-REVIEW

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Railroad District	Locomotive Coal (in tons)	Shop Coal
Berlin	2,850	300
Greifswald	1,160	70
Schwerin	1,460	70
Magdeburg	2,650	180
Halle	4,120	400
Erfurt	3,630	280
Dresden	3,900	380
Cottbus	1,630	100
Total	21,400	1,780

6. [redacted] instead of 400,000 tons of hard coal scheduled to be delivered by Poland in September, only about 320,000 tons had actually arrived. An average of 10,000 tons of hard coal was daily to be delivered by Poland for the East German railroads in October. Moreover, approximately 165,000 tons of brown coal briquettes were to be made available from the state coal reserve. In October, the East German railroads had to make available about 400 railroad cars for the handling of coal imports every day. Coal imports were delayed because loading operations took 8.5 days in Poland as against 3.5 days in East Germany. 4
7. Of 1,500,000 tons of hard coal to be delivered by Poland to East Germany, a total of 320,000 tons had arrived by rail and water prior to 1 October. 4
8. On 12 October, [redacted] the reserves of empty boxcars parked in the Magdeburg railroad district had been released for use by the East German economy. 5
9. In early October, [redacted] preparations were being made for a resumption of controls at elevated train stations along the sector boundaries. Source expected that timetables for the Berlin interurban railroad system would soon be changed so as to make possible close controls at stations along these boundaries. 25X1
10. Effective 11 October, the control system in force around Berlin was to be simplified. In future, controls were to be executed in the trains themselves during a six-minute stop. It was planned to make these controls at Hohen Neuendorf on the line to Oranienburg, Hoppegarten on the line to Strausberg, Mahlow on the line to Zossen, and Griebnitzsee on the line to Potsdam. The control of identity cards at gates of railroad stations was scheduled to be discontinued. Previously, identity cards had been checked at the Birkenwerder, Lehnitz, Fredersdorf, Strausberg, Babelsberg, and Potsdam railroad stations.

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11. On 18 October, a new timetable for elevated trains went into effect in Berlin. The new schedule provides for a stop of seven minutes at each control point.
12. The reorganization of control measures along the zonal boundaries of Berlin went into effect on 18 October. Interzonal trains are no longer checked in Potsdam but in Griebnitzsee. Trains arriving from the direction of Luebben are controlled in Eichwalde, those from Kuestrin in Hoppegarten, those from Wuensdorf in Mahlow, those from Luckenwalde in Teltow, and those from Oranienburg in Hohen Neuendorf.

13. [redacted] seven or eight trains daily passed through Forst, in both directions, between 10 September and 11 October. [redacted] half the cars of the train were German equipment. [redacted] The cars involved are almost exclusively used for the shipment of coal from Upper Silesia. 4

14. [redacted] 4,000 wheel tires arrived in Frankfurt/Oder from the USSR in late September. 6

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- 1.
2. Comment. Expressed in briquette units, the following coal stocks were available for locomotives on 10 October 1953:

Hard coal except for Ruhr coal:	59,550 tons
brown coal briquettes	<u>26,200 tons</u>
	85,750 tons

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3. Comment. The increase of the daily coal consumption quotas was due to seasonal reasons.

4.

5.

6.

Comment. [redacted] the East German Railroads, for 1953, had a deficit of 20,528 wheel tires. The Soviet deliveries cover only 20 percent of these requirements. The East German newspaper "Nationalzeitung", in its issue of 17 October 1953, gave publicity to the delivery of wheel tires to the Meiningen railroad repair shop by the USSR.

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